COASTAL ACCESS STUDY REPORT
(CUMBERLAND)
FINAL REPORT

Oct 1979

WRIGHT-PIERCE

ARCHITECTS
ENGINEERS

October 16, 1979
W-P Project No. 5014

WRIGHT-PIERCE
ARCHITECTS
ENGINEERS
99 Main Street
Topsham,
ME 04086
Tel. 207-725-8721

Mr. Robert B. Benson
Town Manager
4 Blanchard Road
Cumberland, Maine 04021

Subject: Cumberland Coastal Access Study

Dear Mr. Benson:

Pursuant to our Agreement dated February 26, 1979, we are pleased to submit herewith our CUMBERLAND COASTAL ACCESS STUDY REPORT. Financial assistance for preparation of this document has been provided by the Coastal Zone Management Act of 1972, administered by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration.

We appreciate the privilege of serving the Town of Cumberland with the Coastal Access Study and we invite you to communicate with us should any questions arise relative to our work.

Very truly yours,

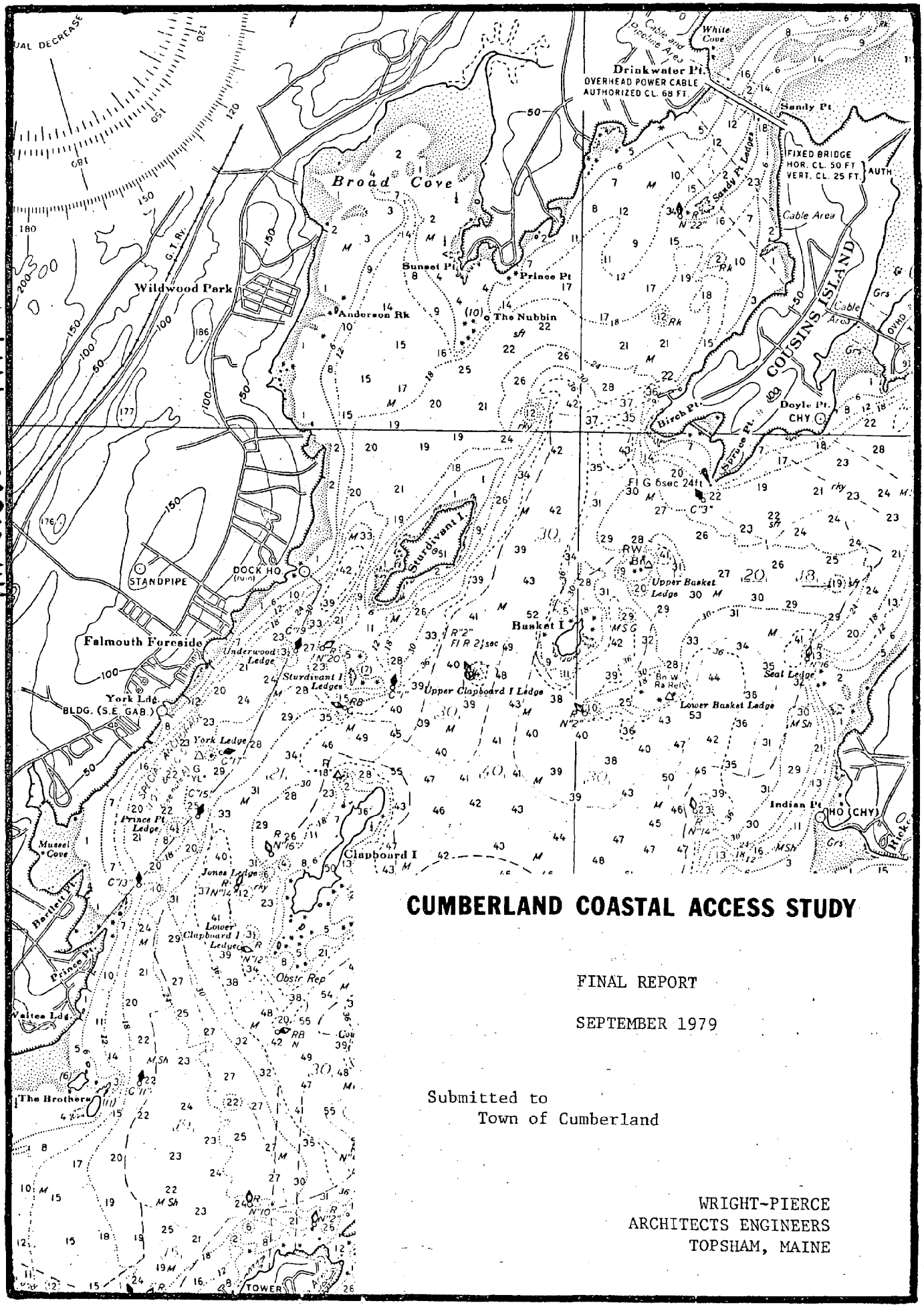
WRIGHT-PIERCE

Stephen S. Sawyer, P.E.
Project Manager

SSS/pd

Enclosure

Portsmouth, NH
Lowell, MA
Caribou, ME



CUMBERLAND COASTAL ACCESS STUDY

FINAL REPORT

SEPTEMBER 1979

Submitted to
Town of Cumberland

WRIGHT-PIERCE
ARCHITECTS ENGINEERS
TOPSHAM, MAINE

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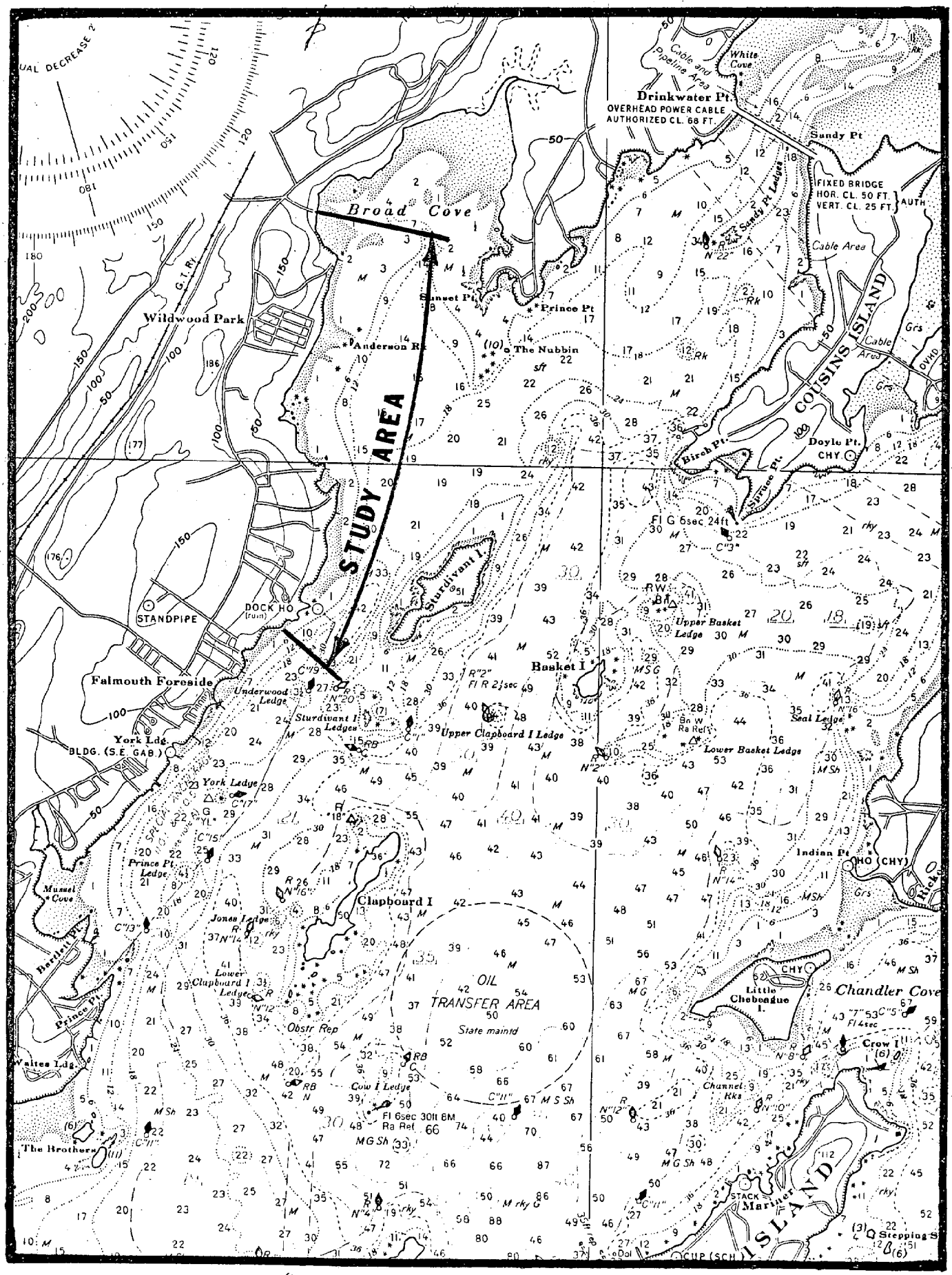
PREFACE

PREFACE

The professional services provided for the Cumberland Coastal Access Study are being conducted as part of the Coastal Program of the Maine State Planning Office. Financial assistance for preparation of this document has been provided by the Coastal Zone Management Act of 1972, administered by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration. Mr. Robert Benson, Town Manager, and the Coastal Access Study Committee are providing the management and review for the Town.

WRIGHT-PIERCE would like to express our appreciation to all Federal, State and local agencies, the Greater Portland Council of Governments, and the members of the study committee for their cooperation throughout the study.

The study is both a follow-up to Cumberland's previous (305) grant on the Proprietors Shoreland Reservation Study and a detailed study of the potential for coastal development on the mainland of Cumberland. The objective is to determine a suitable area for acquisition for the location of public access on the Cumberland coastline, see Figure P.1, to include watercraft transportation to Chebeague Island, a recreational craft landing site, recreation areas - picnicking, nature trails, and parking facilities.



(From National Ocean Survey Chart 13290)

FIGURE P.1

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS AND RECOMMENDATIONS

The need for coastal access facilities in the Town of Cumberland to serve the residents continues to be a primary goal.

The long range approach towards solving the problem of island transportation should involve careful examination of all parcels of land between the Falmouth Town Line and the Town Landing Road as they become available and exercise an option to buy where appropriate, given the following guidelines:

Coastal access facility development should not be undertaken in area one because of the existing built-up nature of the area and the potential negative affects such a facility might have upon the neighborhood.

With careful planning, coastal access facility development meeting Chebeague Island Transportation needs, continuous boat launching capabilities and recreation opportunities, could be developed in areas 2 and 3.

Limited recreation and boat launching capabilities could be provided in area 4 to meet some of the needs of the Town.

Given the findings of this study, the Town should take the following steps:

1. Pursue the development of a facility in area four as recommended in this study with funding from the Heritage Conservation and Recreation Service.

2. Continue discussions with the land owner in Area 3 for possible future options on his coastal property.

3. Continually monitor the availability of property along the coast of Cumberland with emphasis on locating a facility for transportation to Chebeague Island and recreation boat launching.

WATERCRAFT ACCESS FEASIBILITY

1

1. WATERCRAFT ACCESS FEASIBILITY

1.1 Introduction

The watercraft access feasibility phase of the study deals with determining the extent that shorelands of the Cumberland mainland could accommodate watercraft naturally, and the extent these lands could be utilized year-round. To accomplish these goals several site investigations were made; National Ocean Survey charts were studied; and discussions were held with local residents, persons associated with neighboring waterfront facilities, the U. S. Coast Guard, and the National Weather Service.

1.2 Physical Harbor Characteristics

1.2.1 Introduction

It is imperative to have an understanding of certain physical characteristics of the Cumberland coastline before evaluating its potential for development. The following is a presentation of this data.

1.2.2 Orientation

The shoreline runs predominantly north-south and with the exception of Broad Cove provides little protection from storm winds out of the northeast or southwest.

1.2.3 Tidal Conditions

The information in Table 1.1 was furnished by the National Weather Service, Portland, Maine.

TABLE 1.1

TIDAL ELEVATIONS FOR PORTLAND HARBOR

(Mean Low Water = 0.0)

Highest Tide	14.3 (Feb. 7, 1978)
Lowest Tide	- 3.5 (Nov. 30, 1955)
Highest Spring Tide	11.3
Spring High Tide	10.2
Mean High Water	8.9
Mean Tide Level	4.5
Mean Range	9.0
Mean Spring Range	10.4

1.2.4 Currents

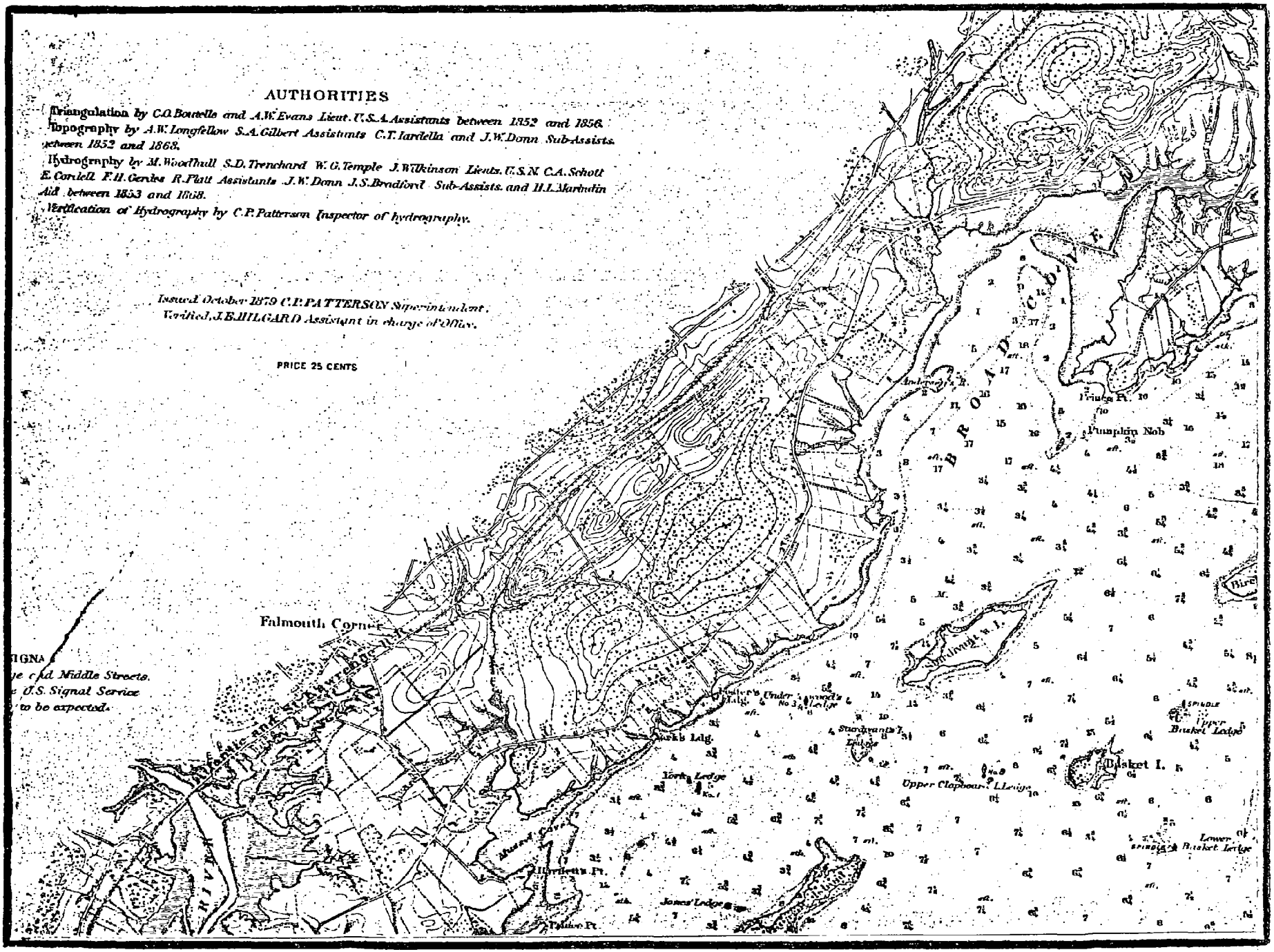
Currents within the study area do not appear to be significant. A 1974 study done by Central Maine Power Company in the vicinity of Cousins Island indicated that currents were only 0.25 knots on the ebb and flood tides.

1.2.5 Bottom Characteristics

National ocean survey charts indicate the harbor bottom to be predominantly mud within the study area.

The bottom profile flattens steadily from south to north within the study area.

Figure 1.1 is a navigational chart of the area showing soundings similar to those in Figure P.1. The depths in Figure 1.1, however, were measured between 1853 and 1868 over 110 years ago. The only significant difference now is that the channel leading into Broad Cove is 2 to 3 feet shallower than it was then.



(Courtesy of Bath Marine Museum)

FIGURE 1.1

Therefore it may reasonably be assumed that the character of the harbor bottom remains essentially constant. This is reinforced by the fact that currents within the study area are negligible and tidal in nature.

1.2.6 Siltation

Because the character of the bottom within the study area has essentially remained unchanged over the past 100 years and currents within the area are minimal, the transport of sediment along the shoreline can be regarded as negligible. Siltation of a dredged channel would then be primarily the result of boat propellers stirring up the mud on the sides of the channel. Clearance beneath watercraft at low water, sufficient channel markers and sloped sides on the channel, would all reduce the rate at which siltation would occur. Table 1.2 shows dredging cycles for other areas in greater Portland Harbor. From this information a reasonable prediction can be made for a channel on the Cumberland shoreline.

TABLE 1.2

CHANNEL DREDGING CYCLES

Location	Dredging Frequency
Royal River, Yarmouth	*10 years
Stone Pier, Chebeague Island	*12 years
Marineast, So. Portland	*10 years
Fore River, Portland	*20 years
Study Area	10 years

* Information obtained from telephone conversations with knowledgeable individuals.

1.2.7 Ice Conditions

The entire study area is subject to ice formation. On March 1, 1979 ice completely covered Broad Cove and stretched from the mainland to Sturdivant Island. Sheets of ice along the shore at Town Landing were observed to be in excess of 12 inches thick.

1.3 Design Depth of Water

1.3.1 Introduction

The intent of the study was to consider and evaluate all possibilities ranging from accommodating Casco Bay Lines to providing a recreational boat launch to be utilized only when water was half tide or higher. The emphasis during this phase of the study has been placed on the development of a commercial and/or recreational landing facility accessible at a reasonable low tide. Should site development costs determined during the site analysis phase of the study make a facility of this nature not economically feasible, then consideration will be given to a landing with usage restricted to higher tidal elevations.

1.3.2 Watercraft to be Accommodated

A letter dated January 29, 1979[1] from Mr. Harry Gregori, COG, to Mr. Robert Benson, Project Manager, outlined the study committee's criteria for establishing the design depth of water. Consideration of the following watercraft was advised.

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[1] See Appendix A.

1. Casco Bay Lines
2. Casco Bay Auto Ferry
3. Water Taxi
    a. Summer
    b. Winter
    c. New Boat
4. Recreation Craft (Pier)
5. Launching Ramp

1.3.3 Design Depths

The formula used for calculating the design depth of water necessary to accommodate the above listed watercraft was as follows: design depth of water = draft of watercraft + reasonable low tide + one foot for clearance + one foot for siltation.[2] Results of the application of this formula are shown in Table 1.3.

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[2] Donald W. Adie, Marinas - A Working Guide To Their Development and Design (New York: Nichols Publishing Co., Second Edition, 1977.)

TABLE 1.3

DESIGN DEPTHS OF WATER FOR STUDY CRITERIA

Watercraft	Draft	Reasonable Low Tide	Clearance	Siltation Allowance	Design Depth
Casco Bay Lines	6'[3]	-2.0'	1.0'	1.0'	10.0'
Chebeague Island Trans. Co.	1.5'-5.5'[4]	-2.0'	1.0'	1.0'	6.5'-9.5'
Sail Boats	2'-6'[5]	-2.0'	1.0'	1.0'	6.0'-10.0'
Trailored Boats	3' (to unload)[6]	-2.0'	---	1.0'	6.0'

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[3] Information furnished by Mr. Peter T. McLaughlin, Vice President Casco Bay Lines.

[4] See Appendix B.

[5] Information furnished by John Koenig, Service Manager, Handy Boat, Falmouth.

[6] Donald W. Adie, Marinas - A Working Guide to Their Development and Design (New York: Nichols Publishing Co., Second Edition, 1977.)

1.4 Shoreline Accommodation of Watercraft

1.4.1 Introduction

As previously stated the bottom profile for the study area flattens from south to north. Because this is the only physical harbor characteristic discussed that varies significantly, it was selected as the parameter for dividing the shorefront into four sections for further analysis. See Figure 1.2. Distances presented in the following discussion were scaled from navigational charts and are for comparison only.

1.4.2 Falmouth Town Line To Stornoway Road

This section is the only section of Cumberland coastline that does not expose mud flats at mean low water.

The bottom profile is the steepest within the study area. Distance from the mean low water mark to ten feet of water is 500 feet.

This area lies within an existing "Special Anchorage" [7] and thus would not require obtaining this desirable mooring protection.

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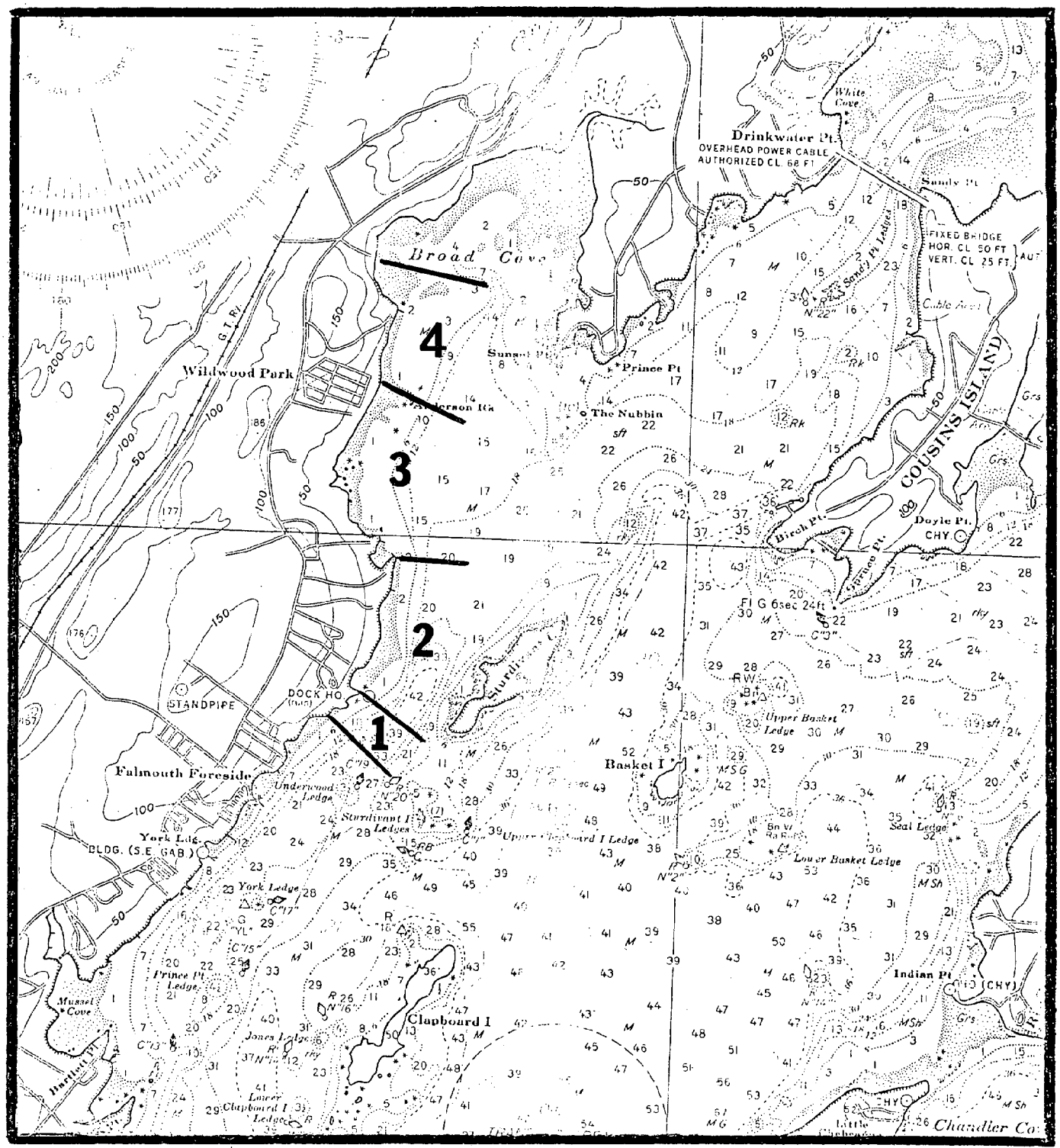
[7] "Special Anchorage" is an area delineated on navigational charts where boats may be moored without the need for running lights after dark. To obtain this protection requires the submission of a Coast Guard application and approval takes about one year.



(From National Ocean Survey Chart No. 13290)
FIGURE 1.2

1. Falmouth Town Line to Stornoway Road
2. Stornoway Road to Sanderson Road
3. Sanderson Road to Wildwood Park
4. Wildwood Park to Town Landing

1.4.3 Stornoway Road To Sanderson Road

This area exposes mud flats at mean low water.

The bottom profile is gradual for the first 300 feet and then steepens to provide 10 feet of water 400 feet from the mean low water mark.

There is ample space and deep water to provide satisfactory anchorage for watercraft.

An application for extension of the existing "Special Anchorage" would be required.

1.4.4 Sanderson Road To Wildwood Park

This section is characterized by mud flats at mean low water, but also provides the only sand beach found in the study area.

The bottom profile is gradual.

Ten feet of water is obtained 1100 feet from the mean low water mark.

Sufficient depth and space is available for moorings although it is situated further from shore than in the two sections to the south. Moorings would require the establishment of a "Special Anchorage" for watercraft protection.

1.4.5 Wildwood Park To Town Landing

This section is also characterized by mud flats at mean low water.

The bottom profile is the flattest of any section within the study area.

Ten feet of water is reached 1600 feet from the mean low water mark.

Anchorage space would be available. However, it would not be as large nor as close to shore as in the sections to the south. A "Special Anchorage" would be necessary here also.

1.4.6 Summary

Reference is again made to the letter attached as Appendix A. The study committee listed their priorities, in order, for facility development. These were:

1. Beach and picnic area for Town.
2. Parking Area.
3. Boat Launching Ramp.
4. Anchorage.
5. Chebeague Island Access
    a. Water Taxi
    b. Casco Bay Lines
    c. Car Ferry

A summary of the results of this phase of the study with regard to these priorities is presented in Table 1.4.

The site analysis phase of study to follow will focus on specific sites, analyzing feasible development schemes and deriving associated costs.

TABLE 1.4
SUMMARY OF SHORELINE ACCOMMODATION OF WATERCRAFT

LOCATION	PRIORTIES			
	Beach	Boat Launch	Anchorage	Island Access
Falmouth Town Line to Stornoway Road	4	1	1	1
Stornoway Road to Sanderson Road	4	2	2	2
Sanderson Road to Wildwood Park	1	3	3	3
Wildwood Park to Town Landing	4	4	4	4

RATINGS: 1 - Preferred
2 - Good
3 - Feasible
4 - Not Feasible

1.5 Year-round Usage

1.5.1 Recreational Landing

Since the entire study area is subject to icing during the winter months, it would not be practical to operate year-round. The facility could function seasonally, similar to Handy Boat and the Portland Yacht Club in Falmouth.

1.5.2 Commercial Landing

If a commercial landing were developed and either Casco Bay Lines or the Chebeague Island Transportation Company utilized it regularly, the U. S. Coast Guard would maintain access to the facility during the winter months with their ice breakers.

SITE ANALYSIS

2

2. SITE ANALYSIS

2.1 Introduction

The entire coastline of Cumberland from the Falmouth Town Line to Town Landing Road was examined to determine suitability for the landing of commercial and recreational watercraft.

It was determined that the preferred location for a facility meeting the water transportation and recreational needs of Cumberland would be near the Falmouth Town Line where the deepest water exists (Area One). A small vacant piece of land is located at the end of Stornaway Road which has the potential for locating such a facility. However, because of the existing residential development on that street, it is not recommended that a facility be located there.

Area 2 is the next best area for the location of a Town Landing facility. However, as the potential locations move to the north, the cost of constructing a facility to meet the total needs of the Town increases because of topography and the fact that the length of the mudflats at low tide increases. Area 2 consists of properties located north of Spruce Lane to the southerly side of Starboard Lane. There is vacant land northerly of Spruce Lane in the vicinity of Sanderson Road. While great care would be required it would be possible to locate a facility to meet some of the needs of the Town in this area. Conversations with property owners in this area indicated that the property is not currently available.

Area 3 consists of property located northerly of Starboard Lane to property located northerly of Birch Lane in Wildwood Park. Area 3 has the potential for meeting most of the needs of the Town but facility construction costs and facility siting would be more complicated because of the limitations of the coastline. While Long Meadows Road, Seacove Road and Dean's Way have already been developed residentially, properties located northerly of Dean's Way and extending to Wildwood Park have sufficient vacant land to accommodate a facility to meet some of the Town's needs. This would include property easterly of Lanewood Road and Sturdivant Road. Contact with property owners indicate that with the exception of one parcel consisting of approximately 2.6 acres none of the property is available for acquisition by the Town. The particular parcel that could be made available to the Town at a future date is immediately on the coast and has access to Route 88.

Area 4 includes the properties located northerly of Birch Lane in Wildwood Park to a creek located northerly of Town Landing Road. There is an extensive amount of undeveloped land in this area which would be suitable for locating a facility. The shoreline characteristics in this area are the poorest for meeting the needs of the Town which included waterborne transportation to Chebeaque Island and continuous water access. Because of the extent of mudflats at low tide, construction costs would be significant, perhaps beyond the capability of the Town to support a large scale facility. The area is capable of providing limited boating and recreational services. Since the Town already owns the Town Landing Road which

includes a small turnaround near the highwater mark, the property owners in the area were contacted to see if land could be made available to be developed in conjunction with the existing road. A 3 acre site on the southerly side of the Town Landing Road is available to the Town for facility development.

As a result, the Committee directed Wright-Pierce to concentrate efforts toward development at this location. Wright-Pierce solicited the services of John M. Ackerman, a landscape architect, and set out to conceptualize alternatives for development of the location. Several options were presented to the Committee for their review and comment. The final scheme derived is pictured as Figure 2.1.

2.2. Existing Conditions

2.2.1 Boundaries

The 3 acre parcel is bounded on the north by Town Landing Road, on the east by Broad Cove, on the south by an existing drainage channel, and on the west by existing bridle paths.

2.2.2 Frontage

The site has 500 feet of frontage along Town Landing Road and 180 feet of frontage along Broad Cove.

2.2.3 Terrain & Vegatation

The site generally slopes toward Broad Cove. It is terraced into three levels. The first level, adjacent to the mud flats is characterized by large boulders and a steep bank, 25-30 feet up to the second level. The second level is gently sloping and consists of tall pines and a heavy fern undergrowth. The third level is the highest and flattest area within the site and is covered with a hardwood forest.

2.2.4 Soils

Based on visual site inspections, the soils throughout the site are generally wet and poorly drained. The steep slopes between the first and second levels would be subject to erosion, should natural vegetation be disturbed.

2.2.5 Town Landing Road

The existing roadway is narrow and has one lane of pavement. Te grade of the roadway is relatively steep, 10-15%, and the turnaround at the terminus is inadequately sized.

2.2.6 Zoning

During final design of the site, research should be made into local municipal ordinances governing site development within the coastal zone. Compliance with these rules and regulations would be essential.

2.3 Development Proposal

2.3.1. Picnicking and Nature Trail

Site development should be restricted to light recreational activities such as picnicking and a nature walk due to the poor soil conditions and sensitive vegetation. The access road should coincide with an existing bridle path to minimize removal of existing tree growth. A crushed stone surface is recommended for the road, parking area and pathways to minimize drainage runoff and blend with the natural environment. Selective clearing at the top of the steep slopes adjacent to Broad Cove will provide a pleasant view of Casco Bay for visitors. Interpretive signing might be utilized to introduce an educational element into the area. A stairway should be provided to traverse the steep slopes and provide access to the water.

2.3.2 Boat Launch

Depth of water measurements were taken in front of the rock embankment at the end of the existing Town Landing Road. It was determined that on a normal 9.0 foot tide there is 6 feet of water at this location. Therefore, there would be sufficient water to launch a trailored boat at this site for 4-1/2 to 5 hours per high tide cycle. The Town may wish to proceed with development of a limited use facility such as this at this location in view of the fact that there is no other land available along the coastline at the present time.

No substantial dredging would be required to construct a boat ramp, but some fill would be necessary. In order to fill, permits would have to be obtained from the U. S. Army Corps of Engineers and the Maine Department of Environmental Protection.

In addition to the ramp facility, provisions for parking spaces is requied. The Town is advised to research the actual boundaries of the property associated with the Town Landing Road so that improvements to the site can maximize use of all available land for parking. The Town might also pursue the possibility of acquiring some additional land to the north of the existing road to be utilized for parking. Other options for parking are widening of the existing roadway to accommodate parallel parking or provide space within the picnic area for boaters.

2.4 Project Impacts - Environmental

2.4.1 Land

A design which recognized the sensitivity of the soils and vegetation in the area could minimize any adverse effects development may have on the natural environment. If pedestrian traffic is restricted to properly constructed pathways, vegetation will be preserved and erosion avoided.

2.4.2 Air

The increased number of automobiles visiting the site and the barbecues in the picnic area will not detrementally effect the air quality of the environment.

2.4.3 Water

Road and parking improvements will require appropriate drainage design to protect against erosion and subsequent decline of water quality. Power boat activity will not be sufficient to adversely affect the water quality of Broad Cove.

2.5 Project Impacts - Historic

Contact was made with the Maine Historic Preservation Commission to determine if the site had any historical significance. The Commission found that "this project will have no effect upon any structure or site of historic, architectural or archaeological significance as defined by the National historic Preservation Act of 1966". The response is included as Appendix C.

2.6 Development Costs and Financing

The Heritage Conservation and Recreation Service (HCRS), formerly the Bureau of Outdoor Recreation (BOR), is a federal agency devoted to financing projects such as the one proposed for Cumberland. Town Manager Benson, with authorization from the Council, contacted HCRS to determine if the project, as conceived, would qualify for funding. Subsequent to a site inspection by Mr. John Picher (HCRS), it was determined that the proposed facility was acceptable. The next step towards funding was to have the property appraised by a State approved appraisor. The results of this appraisal directly determine the amount of funding provided by HCRS. In cases such as this, where land is being donated to the Town, HCRS will match the appraised value of the property with funds for development, ie. if the land was appraised at $50,000, HCRS would contribute

another $50,000 toward site development. The Town has received the final site appraisal of $63,300. Should the Town decide to abide with the provisions of an HCRS grant, which, among other things, prohibits restricting the use of the facility to local residents only, an application for funding should be filed.

It is premature at this time to best determine the manner in which the grant monies, should the application be approved, be spent for development. This can be more accurately done during the final design phase of the project which should be the next chronological step in the development of this project.

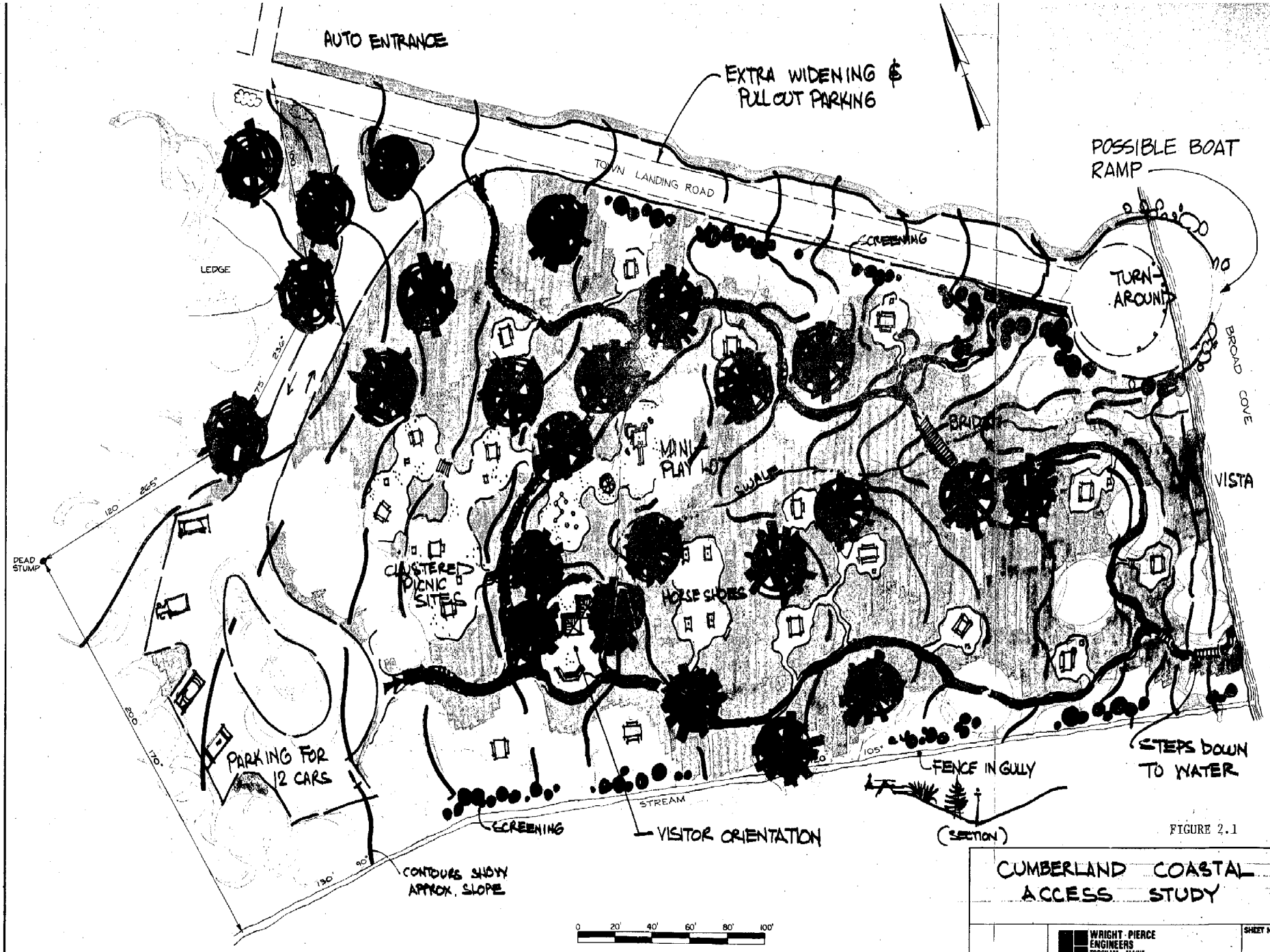


FIGURE 2.1

CUMBERLAND COASTAL ACCESS STUDY

WRIGHT-PIERCE ENGINEERS
TOPSHAM, MAINE
PORTSMOUTH, NEW HAMPSHIRE

DRAWN BY	JTA	SCALE	
CHECKED BY	SSS	DATE	9/7/79
APPROVED BY	SSS	DATE	9/7/79
BOOK NO.	–	PROJECT NO.	5014

SHEET NO. OF

JOHN M. ACKERMAN - LANDSCAPE ARCHITECT

APPENDICES

JAN 3 1 1979

GREATER PORTLAND
COUNCIL OF GOVERNMENTS
331 VERANDA STREET · PORTLAND, MAINE 04103 · 207-774-9891

January 29, 1979

Mr. Robert Benson
Town Manager
Blanchard Road
Cumberland, Maine 04021

RE: Cumberland Coastal Access Study

Dear Bob:

Listed below is the study criteria which the Committee felt was important to the subcontractor in undertaking the study. The Committee generally indicated that a hierarchy of depth be established. Therefore the subcontractor should consider, in order of maximum feasible draft, the following vessels:

Preference for determination of facilities:

(1) Water Craft (Draft)
  (1) Casco Bay Lines
  (2) Casco Bay Auto Ferry
  (3) Water Taxi
    (a) Summer
    (b) Winter
    (c) New Boat
  (4) Recreation Craft (pier)
  (5) Launching ramp

and,

Factors for determining type of facility
(1) Beach and picnic area for Town
(2) Parking Area
(3) Boat Launching Ramp
(4) Anchorage
(5) Chebeague Island Access
  (a) Water Taxi
  (b) Casco Bay Lines
  (c) Car Ferry

This information is intended to provide some guidance to the subcontractor in evaluating various access locations.

Sincerely,

Harry Gregori

APPENDIX A

GREATER PORTLAND
COUNCIL OF GOVERNMENTS
331 VERANDA STREET · PORTLAND, MAINE 04103 · 207-774-9891

January 22, 1979

Mr. Robert Benson
Town Manager
Blanchard Road
Cumberland, Maine 04021

RE: Cumberland Coastal Access Study

Dear Bob,

I have obtained information from Mr. Abrahamson of the Chebeague Island Transportation Company on the vessels used by his company.

Vessel	Use	Beam	Draft	Length	Material	Type
Polly Lynn II	Summer, when Big Squaw is put into use, will be used for tours	12'6"	2½-3'	46'	Wood	Passenger
Chesuncook	Year-round	10'	5½'	36'	Steel	Passenger
Big Squaw	Year-round	13'6"	4½'	46'	Steel	Passenger
Barge	Pushed by Chesuncook		2½'			Autos and equipment

If more information is required, Mr. Abrahamson indicated he or his assistants would be glad to provide additional information - 846-3046.

Sincerely,

Harry Gregori

HG:maf

MAINE HISTORIC PRESERVATION COMMISSION
242 State Street
Augusta, Maine 04333

Earle G. Shettleworth, Jr.
Director

Telephone:
207-289-2133

September 11, 1979

Mr. Stephen S. Sawyer
Wright, Pierce, Barnes, & Wyman
99 Main Street
Topsham, Maine 04086

Dear Mr. Sawyer:

In response to your recent request, I have reviewed the proposed construction of a recreational facility on Broad Cove, Cumberland, Maine.

I find that this project will have no effect upon any structure or site of historic, architectural, or archaeological significance as defined by the National Historic Preservation Act of 1966.

If I can be of further assistance concerning this matter, please do not hesitate to let me know.

Sincerely,

Earle G. Shettleworth, Jr.
State Historic Preservation Officer

APPENDIX C

October 15, 1979

TO: E. Stephen Murray, Chairman Cumberland Town Council

FROM: William Stiles, Chairman Cumberland Coastal Access Study Committee

SUBJECT: Final Report, Recommendations and Conclusions, Cumberland Coastal Access Study

The Cumberland Coastal Access Study Committee recommends:

1. That the Town accept the reports of Wright-Pierce, the Greater Portland Council of Governments and research assistants and place them on file in the Town records.

2. That the Town accept the land adjacent to the Town Landing Road as offered.

3. That the Town Landing Road should be surveyed.

4. That a committee be formed to plan site development and that committee to include at least one member representing adjacent property owners.

5. That the Town acquire land for deep water access if available based on the findings of this study.

6. That the Town seek land outside of the Town to provide deep water access.

7. That the proposed development concept ensure protection of adjacent property owners.

Conclusion.

1. The Cumberland Coastal Access Study Committee is pleased that the proposed site will provide improved access for recreational purposes to Casco Bay. The Committee does recognize that the site does not provide deep water access and therefore urges that the Town acquire deep water access for the residents of Cumberland.

ARCHITECTS
ENGINEERS

WRIGHT-PIERCE